Daily Diary Report by Bid Item

Contract No.: **04-0120F4**

Diary #: **317** **Const Calendar Day:** 1 **Date:** **05-Jun-2012** **Tuesday**
Inspector Name: **Wright, Doug** **Title:** **Transportation Engineer**
Inspection Type: Continuous
Shift Hours: 06:50 AM 07:30 PM **Break:** 00:30 **Over Time:** 04:00
Federal ID:
Location:
Reviewer: **Schmitt, Alex** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition**

Working Day ☑ If no, explain:

Diary: Dispute ☐

Cable Suspenders

Overview of work today:
Installation of suspender ropes continued today in all spans. Also, they continued to tie-up the catwalk on the South main-span, & they were doing prep work at the suspender brackets at PP104S & 106S to get ready for Cable swing-out of the South main-span.

I was inspecting Richard Chouinard's crew on suspender rope installation in the North side-span, & Obra Paulk's crew on suspender rope installation in the South side-span. See below for a list of labor for these crews. Others (S. Daouk, V. Altimarano) were inspecting the suspender installation in the North & South main-spans. See their diaries for additional details.

- I arrived at the pier 7 office at 06:45, & was on the bridge at 07:00.

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Work on suspender installation:
- From 07:00 until 09:00, Obra's crew was prepping to install at PP38S.
- From 07:00 until 07:45, Richard's crew was prepping to install at PP38N.
- From 07:45 until 08:50, Richard's crew was installing the uphill suspender at PP38N.
- From 08:50 until 10:40, Richard's crew was transferring the uphill suspender at PP38N from the roller battery into the CB suspender groove.
- From 09:00 until 10:45, Obra's crew was installing the downhill suspender at PP38S.
- From 10:40 until the end of the shift, Richard's crew was mobilizing the winch & roller battery to PP40N. - Note: they had to modify the suspender erection frame to fit over the large Cable Band (CB) at PP40N. The frame extended beyond the limits of the CB, & was able to clamp to the Cable. However, the roller battery interfered with the wide flanges of the suspender rope grooves. The roller battery was detached from the suspender erection frame, & then re-attached to the frame near the downhill end of the frame. These modifications took the remainder of the shift, & they should be ready to start installing early tomorrow morning.
- From 10:45 until 14:00, Obra's crew was transferring the downhill suspender at PP38S from the roller battery into the CB suspender groove. Also, they were prepping to install the uphill suspender at PP38S.
- From 14:00 until 15:20, Obra's crew was installing the uphill suspender at PP38S.
- From 15:20 until 17:10, Obra's crew was transferring the uphill suspender at PP38S from the roller battery into the CB suspender groove.
- At 17:05, Richard's crew wrapped up the tools to end their shift.
- From 17:10 until the end of the shift, Obra's crew was mobilizing the winch & roller battery to PP40S.
- Note: Throughout the shift, I checked each installed suspender to make sure that the center mark was aligned with the top groove between CB halves, & that the red reference line was oriented away from the

center of the CB.
- At 18:10, Obra's crew wrapped up the tools to end their shift.
- From 18:15 until 18:45, I checked on the new catwalk anchors at the North & South main-spans. Tensioning was completed on the South main-span to attach the anchor to the Cable. I noticed some bunched wires in the gap between the halves of the anchor clamp. However, I did not notice any pinched or damaged wires. At the North main-span, I also noticed some bunched wires, & it looked like the tensioning was not yet completed. I spoke with ABF Engineer Ankhur Singh, & mentioned that this may be more of a concern on the North main-span since the Cable diameters on the North main-span are generally smaller than on the South main-span. Therefore, it may be more likely to pinch some wires as the gap gets small in between the halves of the anchor clamp. He said that he would pay close attention to this as they are tensioning.
- At 18:45, I left the bridge.
- From 19:00 until 19:30, I wrote my diary for the day, checked email, & compiled my overtime hours work the past 3 months at the request of Bill Casey. I emailed this information to Bill Casey & Brian Boal.
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04-0120F4 **Bid Item: 067** **C-PWS-CBD.067** **Install Cable Bands**

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor:	AMERICAN BRIDGE/FLUOR, A JV							
Ironworker	FOR	CARLOS VALVERDE	8.00	2.00	0.00	10.00		☐
Ironworker	APP	MARIO MARQUEZ	8.00	2.00	2.00	12.00		☐
Ironworker	JNM	ROGELIO RUIZ	8.00	2.00	2.00	12.00		☐
Ironworker	JNM	RIGOVERTO GARCIA	8.00	2.00	2.00	12.00		☐
Ironworker	JNM	CARLOS BUSTAMANTE	8.00	2.00	2.00	12.00		☐
Ironworker	JNM	JEFFERY STEWART	8.00	2.00	2.00	12.00		☐
Ironworker	FOR	OBRA PAULK	8.00	2.00	2.00	12.00		☐
Ironworker	APP	JONATHAN CANITES	8.00	2.00	0.00	10.00		☐
Ironworker	JNM	RENE ESQUIVEL	8.00	2.00	0.00	10.00		☐
Ironworker	JNM	STANLEY DALIE	8.00	2.00	0.00	10.00		☐
Ironworker	APP	HENRY HERNANDEZ	8.00	2.00	0.00	10.00		☐
Ironworker	JNM	MATTHEW COCHRAN	8.00	2.00	0.00	10.00		☐
Ironworker	JNM	RICHARD CHOUINARD	8.00	2.00	0.00	10.00		☐